









## Intimation.

**WM. POWELL,  
LIMITED.**

**"ALEXANDRA  
BUILDINGS"**  
Des Vaux Road.

**SPECIAL  
SHOW  
OF  
BED AND TABLE  
LINEN.**

**MARCELLA  
QUILTS,  
HONEYCOMB  
QUILTS,  
DAMASK  
QUILTS,**

Prices \$3.25 to \$25 each.

**EMBROIDERED  
SPREADS,  
HEMSTITCHED  
SPREADS.**

**EMBROIDERED  
SHEETS.  
HEMSTITCHED  
SHEETS.**

**EMBROIDERED  
AND  
HEMSTITCHED  
PILLOW CASES.**

**DOUBLE DAMASK  
TABLE CLOTHS.**

**SERVETTES.**

**TEA CLOTHS.**

**TRAY CLOTHS.**

**SIDEBORD  
CLOTHS.**

**DINNER WAGON  
COVERS.**

**DOYLEYS.**

**GUARANTEED  
REAL  
IRISH BLEACHED  
LINEN.**

**INSPECTION INVITED.**

**Wm. POWELL, Ltd.,**

**HONGKONG.**

Hongkong, 29th August, 1905.

## Auctions.

BY ORDER OF THE MORTGAGEES.

**PUBLIC AUCTION.**

**MESSRS. HUGHES AND HOUGH** have received instructions to sell by **PUBLIC AUCTION**, ON **THURSDAY**, the 7th day of September, 1905, at 3 P.M., at their Sales Rooms, **THE FOLLOWING VALUABLE LEASEHOLD PROPERTY**, situate at Victoria, in the Colony of Hongkong, viz.:

All those PLOTS or PARCELS of **GROUND** situate at Victoria aforesaid registered in the Land Office respectively as **THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 305** and **THE REMAINING PORTION OF INLAND LOT No. 305** together with the Messuages thereon, known as Nos. 54, 56, 58, 60 and 62, Stone Wall Lane, and Nos. 4, 6, 8, 10 and 12, Vanchai Road, Area 3,720 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale, apply to:

**Messrs. JOHNSON, STOKES & MASTER,** Solicitors for the Mortgagees, or to **Messrs. HUGHES & HOUGH,** Government Auctioneers, Hongkong, 30th August, 1905. [841]



**PUBLIC AUCTION.**

**THE** Undersigned have received instructions to sell by

**PUBLIC AUCTION,**

ON **TUESDAY AND WEDNESDAY**, the 12th and 13th September, 1905, at 10 A.M. each day, at

**H. M. NAVAL YARD,** **SUNDRY NAVAL VICTUALLING, OBSOLETE AND CONDEMNED STORES,**

Comprising:—**BOAT ENGINES AND BOILERS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE HAWSERS, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER-STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, CLOTHING MATERIALS, CASK STAVES, 1,000 HAT RIBBONS** (lettered "SPARROWHAWK," "HUMBER," "TWEED").

Catalogues will be issued.

TERMS OF SALE:—As customary.

**HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 31st August, 1905. [888]

## Hotels.

**OCCIDENTAL  
HOTEL.**

**EXCELLENT CUISINE.**

**MODERATE PRICES.**

**ELECTRIC FANS  
TO ORDER IN  
EVERY ROOM.**

**EUROPEAN MANAGEMENT.**

**ELGIN ROAD, KOWLOON.**

Hongkong, 10th May, 1905. [17]

**THE ORIENTAL HOTEL,  
MACAO.**

**THE** above Hotel situated on the **PRAYA GRANDE**, will be opened on **SATURDAY**, 2nd September, under the Management of **J. SANTOS**, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and loftiest in the Colony. **THE BILLIARD TABLE** which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new. **SPIRITS AND WINES** of the best quality. **CUISINE—Excellent.**

For Terms, &c., apply to—

**MANAGER.**

Macao, 28th August 1905. [880]

**BAY VIEW HOUSE,  
MACAO.**

**SITUATED** at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of **HONGKONG VISITORS**, who travel to this Delightful Resort.

**BATHING PARTIES**, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at **BAY VIEW HOUSE.**

**MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS** can be supplied to any number at the shortest notice, and at the most reasonable prices.

On **SUNDAYS** Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of **WINES** and **LIQUEURS** will be kept in stock.

**LIGHT REFRESHMENTS** of every description, including **ICES**, may be had at the lowest prices.

After one trial of the fancy fare at **BAY VIEW HOUSE**, you will be loth to return to Hongkong.

**TELEGRAPHIC ADDRESS:**

**"BAYVIEW, MACAO."**

Macao, 7th June, 1905. [841]

## Shipping—Steamers.

**THE AMERICAN & ORIENTAL LINE.**

**FOR NEW YORK AND BOSTON.**

(With Liberty to Call at the Malabar Coast.)

**THE Steamship**

**"AFGHAN PRINCE,"**

Captain Campbell, will be despatched for the above Ports on or about **TUESDAY**, the 5th instant.

For Freight, apply to

**ARNHOLD, KARBURG & Co.,**

Agents, Hongkong, 4th September, 1905. [856]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**FOR MARSEILLES, HAVRE, DUNKIRK AND ANTWERP (DIRECT)**

Calling at SAIGON, SINGAPORE, COLOMBO and PORT SAID.

**THE Company's Steamship**

**"LAOS,"**

Captain Abel, will be despatched as above, on or about the 7th September, 1905.

This Steamer has Accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to

**G. DE CHAMPEAUX,**

Agent, Queen's Building.

Hongkong, 2nd September, 1905. [866]

## Consignees.

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**S.S. "BENCLEUCH,"**

**FROM ANTWERP, LONDON AND STRAITS.**

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th September, at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & Co.,**

Agents, Hongkong, 29th August, 1905. [884]

**NORDDEUTSCHER LLOYD, BREMEN.**

**IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**

**THE Steamship**

**"ROON,"**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on **MONDAY**, the 4th September, at 9.30 A.M.

All Claims must reach us before the 9th of September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

**NORDDEUTSCHER LLOYD.**

**MELCHERS & Co.,**

Agents, Hongkong, 29th August, 1905. [13]

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer**

**"PERA,"**

**FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.**

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex S.S. Persia*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

**L. S. LEWIS,**

Acting Superintendent.

Hongkong, 29th August, 1905. [12]

**NOT RESPONSIBLE FOR DEBTS.**

**NEITHER** the CAPTAIN, the AGENTS, nor the OWNERS will be **RESPONSIBLE** for any **DEBTS** contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

**CHURCHILL**, American 4-masted schooner,

Captain Hoffman.—Master.

## WELLINGTON DESCRIBES NELSON.

The following intensely interesting conversation took place at Walmer Castle on October 1, 1834. We are talking (says John Wilson Croker) of Lord Nelson, and some instances were mentioned of the egotism and vanity that derogated from his character. "Why," the Duke, "I am not surprised at such instances, for Lord Nelson was, in different circumstances, two quite different men, as I myself can vouch, though I only saw him once in my life, and for, perhaps, an hour. It was soon after I returned from India. I went to the Colonial Office in Downing Street, and there I was shown into the little waiting-room on the right hand, where I found, also waiting to see the Secretary of State, a gentleman, whom, from his likeness to his pictures and the loss of an arm, I immediately recognised as Lord Nelson.

"He could not know who I was, but he entered at once into conversation with me, if I can call it conversation, for it was almost all on his side, and all about himself, and in really a style so vain and so silly as to surprise and almost disgust me. I suppose something that I happened to say may have made him guess that I was somebody, and he went out of the room for a moment, I have no doubt to ask the office-keeper who I was, for when he came back he was altogether a different man, both in manner and matter. All that I had thought a charlatan style had vanished, and he talked of the state of this country, and of the aspect and probabilities of affairs on the Continent with a good sense, and a knowledge of subjects both at home and abroad, that surprised me equally and more agreeably than the first part of our interview had done; in fact, he talked like an officer and a statesman.

"The Secretary of State kept us long waiting, and certainly for the last half or three-quarters of an hour I don't know that I ever had a conversation that interested me more. Now, if the Secretary of State had been punctual, and admitted Lord Nelson in the first quarter of an hour, I should have had the same impression of a light and trivial character that other people have had, but luckily I saw enough to be satisfied that he was really a very superior man; but certainly a more sudden and complete metamorphosis I never saw."

## TWENTY YEARS' RHEUMATICS.

**CURED BY DR. WILLIAMS' PINK PILLS.**

"For twenty years—up to two months ago—I was never free from Rheumatism, chiefly in my knees and shoulders. The pain was so bad at times I could scarcely move. But from that awful torture Dr. Williams' Pink Pills have released me."

Thus spoke Mr. J. Nichols, of 112, Morton-street, Longsight, Manchester, England. "In London I was treated for rheumatism by a doctor, and was a patient of St. Thomas's Hospital. Chronic rheumatism is far worse than an occasional twinge. After I came to Manchester, I had to go under my doctor time after time; I have also been twice a patient of the Royal Infirmary; and for the last six years I have suffered from Sciatica as well. The pain was terrible," he continued, laying his hand on his hip.

"How long were you under treatment at the Infirmary?"

"About five or six weeks the first time, and over a month the second time. All the medicine only relieved me for a while. There was no permanent cure. It is eleven years since I first went to the Infirmary, and there was an interval of three years before going there the second time. Since then I have gone repeatedly to my doctor for temporary ease."

"I had to give up car driving, but my employers gave me another job. Just now I am on night duty, well and hearty. I am quitefree from both Sciatica and Rheumatism, thanks entirely to Dr. Williams' Pink Pills, which permanently cured me after all ordinary medicine had failed."

"I happened to read in the *Manchester Evening Chronicle* of the cure of Mr. Price, of Milk-street, Bristol, who had suffered from Rheumatism and Sciatica. I knew the man. I used to live close to him. I determined to give Dr. Williams' Pink Pills a trial, and very thankful I am that I did so."

"I saw many bottles did you take?"

"Seven altogether. The pain left me gradually. I got free from it every day until now I am quite well. I tell you these facts that all who have Rheumatism, or Sciatica may learn, through my experience, the royal road to health."

Rheumatism, once the penalty of middle age, is cured by Dr. Williams' Pink Pills because they remove the acid in the blood which causes it. Warmth and rubbing may help to relieve the pain, but the disease can only be prevented from returning by the proper medicine. Dr. Williams' Pink Pills for Pale People are famed for the way they have cured Rheumatism and other diseases, Anemia (which is weakness arising from having too little blood), Consumption, Fits, Paralysis, and the frequent ailments which women endure in silence. Genuine pills cure; substitutes do not. Dr. Williams' Medicine Co., Holborn-viaduct, London, will send a bottle post free 2s. 6d. (six for 15s. 6d.) but Dr. Williams' Pink Pills can be had at medicine shops if you take care to ask for, and to see in red on the pink package the full name, Dr. Williams' Pink Pills for Pale People. [106]

## Intimation.

**THE HONGKONG TELEGRAPH.**

**1, ICE HOUSE ROAD**

**HONGKONG.**

CABLE ADDRESS.—*Telegraph*, Hongkong.

**THE** leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisement is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight times to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

**THE HONGKONG TELEGRAPH**

**OFFICE.**

Estimates given for all classes of work on application to

**THE MANAGER,**

**HONGKONG TELEGRAPH CO., LD.**

**1, Ice House Road**

**HONGKONG.**

## Intimations.



**THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"**



**JAMES BUCHANAN & CO.**

**SCOTCH WHISKY DISTILLERS**

By Appointment to

**H.M. THE KING**

and

**HER THE PRINCE OF WALES**

Supplied at all the **LEADING CLUBS** and **HOTELS**, and to be obtained from the principal Stores. [845]

**A FOOK & Co.,**

12, Pottinger Street, Central.

**GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.**

All kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [63]

**THE WINE GROWERS  
SUPPLY CO.**



**BARRETTO & Co.,**

General Agents, Hongkong.

**FRENCH CLARETS.**

**BOTTLED BY**

**JULES MERMAN & CIE.,**

**BORDEAUX.**

Cotes ..... \$9.50 Per Dozen Quarts.



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

**WATSON'S**  
**E**

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS  
CELEBRATED  
BLEND  
OF  
THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

**A. S. WATSON & Co.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

**\$16.00**

WILL BUY A CASE

OF

**GREGOR & CO.'S**

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

**GREGOR & Co.,**

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 4, 1905.

## SECRETARY TAFT'S VISIT.

It is difficult to say what is the precise significance that should be attached to the cursory visit of Secretary Taft and his party to Hongkong at this time. The visit was necessary if Canton was the objective, but it is impossible that the valuable inter-island trade between Hongkong and the Philippines could be lost sight of by such a shrewd politician as the ex-Governor-General of the Philippines. None has done so much to instill a desire among the colonial Americans to excel in whatever department they are engaged, and as the Philippines become more settled it is inevitable that an effort will be made to oust from the islands the shipping trade, at present controlled by vessels registered at Hongkong. That is clear from the petition, which was framed some time ago, that what may be described as an embargo on foreign (which in this case practically means British) shipping inter-port traffic, should be imposed. And a very good reason was submitted why such a petition should be granted. It was submitted that as the Philippines are considered part and parcel of the United States so far as certain laws are concerned, they should still further be brought into alliance with the United States by the extension of the Coastwise Shipping Act to the Philippines. That Act lays it down that vessels flying a foreign flag and registered at ports which are not under the jurisdiction of the United States, should be excluded from engaging in the inter-port trade. So far as we can make out from his enigmatical utterances on the subject the Secretary is not, for the present at least, inclined to recommend the extension of such a law to the islands. One good reason why Mr. Taft should hesitate to give his imprimatur to such a proposition is to be found in the fact that the shipping trade and enterprise of the Philippines is so utterly insignificant that the exclusion of foreign vessels from the work of linking up the islands and developing inter-island trade would be a fatuous policy to pursue. Indeed, it would give a set-back to that steadily increasing inter-island commerce which in time must prove the back-bone of the American colony's prosperity. The day may come when Manila will be regarded as the trade-centre of the East, the great distributing emporium of the Orient, which will rival and surpass Hongkong; but that day is still far distant. General Corbin has written an article in which he sees Manila, the gem of the ocean, the terminus of all the great lines from Europe, Asia, America and Australia, the port whence goods for all parts of the East will be distributed, but the present generation of people in Hongkong is hardly likely to witness that consummation. What Secretary Taft can do is to increase the feeling of good-will between the two colonies. So long as the commercial relations of Hongkong and Manila are on a friendly footing there is no reason why general prosperity should not prevail. And if the Secretary's entourage realises the importance of this aspect of the question—involving as it does some of the factors which will lead to the growth of Manila's trade—there is great hope that in the wave of business enterprise which is bound to come all parties will benefit. The Secretary of War, accompanied by a band of Senators and Congressmen have gone to Canton. Whether the honied tongue of the Secretary will succeed in inducing Viceroy Shun to abandon all his wicked ways is another matter. But the party should see for themselves what the Chinese boycott really means, and that is something which apparently the vast majority of Americans do not seem properly to appreciate. At all events the visit of Secretary Taft, and the charming daughter of the President, may be considered a portent of brighter days to come, commercially and socially, for both Manila and Hongkong.

## ANNIVERSARY OF SEDAN.

Thirty-five years ago to-day, the first definite news was received in Paris that Sedan had fallen, that Marshal MacMahon had capitulated, and that the Emperor of the French was a prisoner in the hands of the conquering Germans. In a single night the Second Empire had vanished and a new Republic had arisen. For once a revolution was carried out without a shot being fired. As a London contemporary remarked when dealing with this subject on a recent occasion—"Even at this distance of time the words of Gambetta counselling his fellow-countrymen to be dignified and calm and silent ring out clear and strong." The new Republic so quietly created, has passed through many vicissitudes since that time. Even to-day we are occasionally treated to a "scare" that Prince Henri Napoleon, or his brother, is scheming to overthrow the established order; and it is a commonplace for a party of gendarmes to pay a domiciliary

visit and to find a huge stock of arms and ammunition quite obviously meant for the use of monarchical supporters. But still the world goes on peacefully, and France—the real people of France, the peasantry and middle classes—"gang their ain' gait" without troubling themselves overmuch about State questions. France has had so many "revolutions" of one sort or another that it is difficult for anyone except a Frenchman or a student of history to remember them all. Persons and parties have leapt into the limelight and disappeared like a flash. One might wonder what would have happened had France been in Russia's place during the last two years—seeing the flower of her army retreating and ever retreating, defeated until the result of a battle was scarcely worth a passing speculation. At least a Ministry would have been ignominiously flung out with every new reverse, and who can say that a monarchy might not have been established by this time? Thirty-five years ago there were few Frenchmen who could see much good in Great Britain; to-day, the two great European Powers are in embrace, and not a few can see in that fine spirit of friendship the real reason for the termination of the Russo-Japanese War. France can afford to forget Sedan now, just as we all forget Waterloo until some busybody of an Emperor drags it out of its well-deserved oblivion.

## LOCAL AND GENERAL.

THE Queen of Greece is fifty-four years of age to-day.

THE Blue Funnel steamers are beginning to ship "advis for Jeddah." The *Ajax* recently left Singapore with a batch of them, while the *Stentor* is now waiting for more.

SIR Henry Blake, the Governor of Ceylon, contemplates going home for three months, with Lady Blake, sailing by the P. & O. s.s. *Macedonia* on 7th inst.

JOHN Clark was a fireman on the s.s. *Batten Hall*, but not liking life aboard he took French leave, and neglected to return to the vessel before her departure. He was reported to the police as a deserter, was arrested and placed before Mr. Hazeland this morning, when he was sentenced to pay a fine of \$25 with the alternative of one month's imprisonment. John did not have \$25 and so he "went in."

H.E. CHANG Yen-mao is at present in Paris. After a visit to Brussels, he proposes to return to London. Mr. G. Detring, who is at present in Europe in connection with the case respecting the Chinese Engineering and Mining Company, is now in Cologne, and proposes to go through a course at Carlsbad. There is nothing further to report for the moment concerning the litigation that brought Chang Yen-mao to Europe.—*Ex*

ON Saturday night the Gaiety Stars were greeted with a very full house, when they repeated the very excellent programme with which they opened the previous night. The sopranos seemed in better voice, and Daniel the inimitable, did some new tricks which were very good, while his shadowgraphy was much appreciated. The Wheelers were as smart as ever—they and their machines seemingly one in all they did. The same programme is to be repeated for a few night more, and then we are promised a change.

IN the Court of Summary Jurisdiction to-day before His Honour Mr. A. G. Wise, Puisne Judge, a claim was submitted by the Sam Wang Land Investment Loan and Agency Company, Limited, against the Wong Ming Po firm of 178 Queen's Road Central for \$331.12, being the balance due for money lent to the defendant firm between 20th December, 1902, and 31st January, 1905. Mr. Master, of Johnson, Stokes and Master, appeared for the plaintiffs, but the defendants were not represented nor did they appear personally. The secretary of the Loan Company proved the debt and the Court gave judgment for the plaintiffs with costs.

ACCORDING to statements disseminated in New York, China was to submit at the Peace Conference a claim for an indemnity variously put at \$20,000,000 and \$25,000,000 for damage done to property and crops by the combatants in Manchuria. That great material damage has been caused in Manchuria no one will deny; whether she will obtain for herself (primarily) or the inhabitants of Manchuria (secondarily) any compensation is quite another matter. It may doubtless be taken for granted that from Russia she will not obtain any relief; and Japan, she has a poor case to submit to any court. This country has saved that great portion of Chinese territory for its nominal owners.—*L. & C. Express.*

A SEAMAN named Jacobsen, a Swede, engaged a ricksha last night at the Stag Hotel to take him to the Praya, where he could get a sampan to take him to a ship in harbour. Jacobsen was very drunk, and seeing this the ricksha coolie called two "assistants" to push the rig, and instead of going to the Praya set off to Shek Tong-shui. There they stopped in a dark corner and all unconscious of the fact that a "plain-clothes" man was looking at them they proceeded to go through the pockets of their fare. Their consternation was great when they heard the sound of a police whistle and a posse of *lukong* surrounded them and took them in charge. Placed before Mr. G. N. Orme this morning by Inspector Collett, the "puller" was sentenced to six weeks' and his accomplices to one month's hard labour, and each of them to six hours' public exposure in the stocks.

## PERJURER PUNISHED.

AMAZED WITNESS SENT TO PRISON FOR TWO MONTHS.

There was a rather sensational ending to a case which came before the Puisne Judge, Mr. A. G. Wise, in the Supreme Court this afternoon. The case was first heard last Thursday, Ng Yew, a trader of Kau U Fong, sued Chu Kwai, a trader of 68 First Street, for \$1,000 for trespass to the goods of plaintiff.

Mr. R. Harding, of Messrs. Ewens, Harston and Harding, appeared for the plaintiff; and Mr. F. C. Barlow, from the office of Mr. H. K. Holmes, represented the defendant.

According to the statement which was submitted for the plaintiff at the last hearing of the case the plaintiff up to 6th May last was carrying on a shop at 142, Queen's Road East, and at that time he owed three months' rent. He made arrangements with the defendant to look after the shop while he went to Canton to get the money with which to pay his rent. Immediately he left the Colony, some two or three hours after his departure, the defendant instead of looking after the shop helped himself to the plaintiff's goods and practically cleared out the shop. When the plaintiff returned from Canton on the 8th May he went to his shop and found it locked up later in the day he found the landlord in possession and said "What are you doing here," to which the man replied "You owe me rent; you clear out," and he pushed him out. He was subsequently informed by the *lokis* that on the 6th May the defendant with eight or nine coolies went to the shop and cleared it out. The value of the goods left behind amounted to \$841.50, and plaintiff claimed special damages in respect of those goods taken by the defendant, and as to the difference between the value of the goods and the amount of claim that was general damage which his Honour might see fit to award.

General evidence was led to-day, but interest rose when the rent collector, Lo San, was called to give evidence. He said he had no book showing the rents collected.

His Lordship—You are a rent collector and come to Court to give evidence, and have not got a book?—I don't usually keep an account. A rent collector does not keep an account?—Yes, I do.

Where is it?—I forgot to bring the book. Does the landlord's accounts?—Yes. [Previously the landlord had said he did not keep accounts.]

Where are his books?—At the shop. When did you last collect the rent of this shop?—I don't know. The business did not go through my hands.

Did you ever collect any rents at all?—I did, but I cannot tell the last occasion.

You will better get near it at once. You must know all about it?—I didn't say I didn't know anything about it.

Tell me what you know at once. When did you last collect the money?—I don't remember.

When was the last time you asked for money? Do you think it was any time in the 4th month (May)?—I didn't receive any, but the landlord did from the man who guaranteed.

What did you do then for?—Three months' rent.

What did you do that for?—He owed three months' rent.

No, he didn't?—I did it because I was told to do so by a letter from Chu Kwai.

(The letter was produced, but the envelope bore a name different to witness's).

That is not your name?—No, it is my master's.

And your master told you to distrain on the 10th May?—Yes.

Very well. Your master had received payment two days before. Who is lying now?—If he received the money he would know about it. I wouldn't.

Did he tell you to distrain two days after he received the money? Are you lying now or is he lying? Who is it?—Lying about what?

The landlord was recalled.

His Lordship—The rent collector says on that letter you ordered him to distrain and you had sent the receipt two days before. Now is that? Which do you say is the lie, the letter or the receipt?—They are both correct.

You say you knew nothing about the distrain. The rent collector says you told him about it?—He knows all about it. I know nothing.

Who is lying? Is he? He says you told him on that letter to distrain?—I didn't, I told him on the 3rd of the month to distrain, but not on the letter dated the 10th May.

The rent collector was again recalled.

His Lordship—Did he tell you to distrain on that letter?—No, he told me on the 6th.

Why did you say he told you on that letter?—As soon as the tenant absconded he told me to distrain.

His Lordship, pointing to one of the parties, said—That is the man I want to get, and the other one too. But I'm afraid I cannot.

The three were brought up to the bar of the Court.

His Lordship—(to the interpreter)—Tell them they have narrowly escaped going to gaol. The whole thing is a made-up job. Tell that man (the rent collector) he will get two months' hard labour. The others can go, and tell them they may think themselves lucky they can go.

The rent collector began to cry, but he was led off presumably to prison.

Both sides claimed the judgment with costs.

His Lordship (musingly)—I am afraid I have missed the right man.

Mr. Barlow—Won't your Lordship give the defendant judgment?

His Lordship—I don't believe a word of his evidence.

Mr. Harding—Won't your Lordship give the plaintiff judgment?

His Lordship—No. I think they are all liars. The case will be non-suited.

It is reported from Kangra, India, that an immense lake two or three miles long has been formed by a hill-slide, which blocked a tributary of the Beas River after the earthquake in April. The immense sheet of water threatens to burst its barriers and carry destruction down the valley.

A telegraph has been erected in order to provide instant information of a possible catastrophe. Watchmen are stationed in the area of danger, and will warn the villagers by firing bombs and lighting beacon fires.—*Reuter.*

## THE CRUISER "SULLY."

COFFERDAM BROKEN UP.

A private telegram was received in Hongkong on Saturday night stating that though the outer force of the recent typhoon was felt at the scene of the stranded cruiser *Sully*, on Friday night, the cruiser herself was unharmed and lay intact after her rough experience. The falling barometer warned the salvage party of the approach of the typhoon, and every precaution was taken for the *Sully's* safety. Having been raised by pumping water out of her, she was again sunk by pumping water in, the better to stand the coming storm. Nothing, however, could be done for the pontoon and that unfortunately broke up and went practically in pieces, the *debris*, consisting of spars, beams, deck-planks and so on making a disappointing show of flotsam all around, while at least three of the pumps, with pipes, pig-iron and chains, used as ballast were believed to have been lost by sinking in the break-up, but luckily the pumps taken down recently are safe.

From another source we learn that on the first sign of threatening weather the pontoon, or cofferdam, which had been placed by the bows of the *Sully* in readiness for sinking, was taken in tow by the powerful launch *Helle* for the purpose of taking it in shelter until the storm passed; but scarcely had the tow begun than the pole and deck of the *Helle* were literally torn out of her, by the strain of the tow-rope which of necessity rose at such an obtuse angle on account of the height of the cofferdam, and the cofferdam was, only after great difficulty, secured and towed away by other launches, just in the nick of time to avert a collision with the *Sully's* bows. Later she was caught by the typhoon with the result stated. But all these mishaps notwithstanding, the salvage party are not one whit discouraged, and from latest accounts are still eminently sanguine of ultimately securing their end, for which there is no doubt they are very strenuously striving, and refloating the long-stranded cruiser.

## VOLUNTEER CHURCH PARADE.

Yesterday morning the Volunteers turned out for the second church parade of the season. Falling in, 82 strong, under command of Major Chapman, commandant, at headquarters at 10.30 a.m. they marched, headed by the Band of the Royal West Kents, to the Union Church, Kennedy Road, where morning service was held, conducted by the Rev. C. H. Hickling, who also preached an appropriate sermon. The anthem "Let every Soul be subject unto Higher Powers" was sung by the choir, Mr. A. E. Paine and Miss Humphreys very ably and expressively rendering solos. After special hymns had been sung the National Anthem followed, sung all through by choir and congregation, and then our gallant citizen soldiers, again led by the band, marched back to headquarters where they were dismissed.

## LAND SALE.

This afternoon at three o'clock, at the offices of the Public Works Department, the letting by public auction was held of one lot of Crown Land adjoining Shaukiwan lots 392, 396, and 399, for a term of 75 years commencing 2nd July, 1900, with the usual option of renewal. This lot is registered as lot No. 405, contains 910 square feet, and carries an annual rent of \$6. The upset price was \$455. This property was knocked down to Mr. Li Fook, contractor, for \$475, or \$20 above upset price. There was no competition.

## THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The principal scores in the 200 yards "Pool" competition on Saturday, were as follows:—F. Fisher 62+4=66; C. E. H. Beav. 56+4=60; W. T. Edwards 51+14=65; A. Mackenzie 62+4=66; J. C. Gow 63+3=66; J. Parkes 63+3=66; J. Hutchings 43+20=63; J. H. Pidgeon 62+4=66; W. H. T. Davis 56+4=60; C. Cottier 54+8=62; A. G. Newington 52+10=62; P. A. Millar 41+18=59; J. McInnes 39+18=57; J. J. Philpotts 50+4=54; Dr. W. B. A. Moore 30+24=54; E. W. Dawson 44+8=52; A. Brown 43+8=51; W. Dobbs 41+10=51.

MANGANESE in the district of Murudu should make North Borneo flourish. Thousands of tons of this grey ore are visible on the surface. The manganese discoveries made at Marak Parak are also very encouraging. The work there will not be commenced, it is supposed, until the railway is opened up to the place. Hundreds of coolies are now engaged in taking up the ore at Bilijong. They have made Bilijong their headquarters. Arrangements are being made at home they say by Mr. Walker of the Mining Syndicate, for steamers of a tonnage of from 4,000 to 5,000 to engage in the trade and it is also said that arrangements will probably be made for smelting the ore at Tanjong Batu. Four big lighters are now in construction at Tanjong Batu, and the construction of a dock will also be commenced very shortly, the necessary materials required being now obtained. Sleepers for the railway are now ready, and the rails are expected by the middle of next month. Credit is due to Mr. Robertson for working up the prospects of the Company.—*Perak Pioneer.*

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 4th at 11.55 a.m. The barometer has risen on the China coast, and fallen in the Philippines. Pressure is normal over the E. and S. coast of China, and slightly in defect over Luzon and adjacent Seas. Moderate to fresh N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea. Forecast:—moderate to fresh E. winds; showers.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TYPHOON DAMAGE

IN SHANGHAI.

HEAVY LOSSES.

[From Our Own Correspondent.]

Shanghai, 4th September, 11.25 a.m.

It is estimated that the damage caused in Shanghai by the recent typhoon which visited the settlement approximates, in round figures, ten million taels.

The number of lives lost at Woosung is estimated to number not less than two hundred.

## THE ANGLO-JAPANESE AGREEMENT.

THE DEFENCE OF INDIA.

[From Our Own Correspondent.]

Shanghai, 4th September, 11.25 a.m.

A telegram received from London states that the Anglo-Japanese Agreement recently concluded expressly covers the contingency of an attack aimed at British supremacy in India.

## RAILWAY DISASTER

IN ENGLAND.

[From Our Own Correspondent.]

Shanghai, 4th September, 11.25 a.m.

It is reported from London that an express train of the Great Eastern Railway between London and Cromer was derailed whereby ten passengers were killed and twenty others injured.

## SIR ROBERT JARDINE'S ESTATE.

VALUED AT OVER £2,000,000.

Probate of the will of the late Sir Robert Jardine, first baronet, of Castlemilk, Lockerbie, Dumfries, Lanrick Castle, Perthshire, and 24, St. James's place, S.W., has been granted to his only son, Sir Robert William Buchanan Jardine, and to Mr. William Keswick, merchant, of 3, Lombard-street, E.C. Sir Robert Jardine was head of the firm of Jardine, Matheson, and Co., of China, and of Messrs. Matheson and Co., 3 Lombard-street, E.C., a director of the Caledonian Railway Company, and of the Scottish Provident Institution, and a prominent patron of the Turf. He was twice winner of the "Two Thousand" and once of the Derby, and in 1873 won the Waterloo Cup. Sir Robert died on Feb. 17 last, aged 79 years, and left personal estate valued at £1,798,879 14s. 5d., of which the personal estate in the United Kingdom amounts to £1,144,488 8s., in addition to real estate, the value of which is not ascertainable, producing an annual rental of £12,000. The gross amount, therefore, must exceed £2,000,000. The chief items in the inventory of his estate are moneys due by Messrs. Matheson and Co., of London, amounting to £672,378, by Messrs. Jardine, Matheson and Co., of Hongkong, £676,233. The testator bequeathed £11,000 to his niece, Miss Thomasina Tinning, £3,000 to his nephew Colonel Andrew Bell-Irving, £2,000 to his nephew Mr. David Bell-Irving, and various sums to other relatives. Subject to numerous legacies to servants on the Scottish estates, he left the bulk of his personal and real estate to his only son, Sir Robert William Buchanan Jardine, now second baronet, of Castlemilk, Lockerbie, Dumfries.—*L. & C. Express.*

## SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 5th inst.  
English (*Simla*) 7th inst., 6 a.m.  
Canadian (*Empress of Japan*) 6th inst.  
Australian (*Australian*) 8th inst.  
American (*Siberia*) 13th inst.  
German (*Bayern*) 13th inst.

The O. & O. S. S. Co.'s s.s. *Coptic* left Manila on 3rd inst., and is expected to arrive here on 5th inst., at 10 a.m.

The Imperial German Mail s.s. *Roon* which left here on 31st ult., at 4 p.m., has arrived at Shanghai on Sunday, at 2 p.m.

The P. & O. S. N. Co.'s s.s. *Simla* left Singapore for this port on 2nd inst., at 8 a.m., with the outward English Mails, and is due here on 7th inst., at 6 a.m.

The Imperial German Mail s.s. *Bayern* carrying the German Mail with dates from Berlin of the 15th ult., left Colombo on Saturday a.m., and may be expected here on 13th inst.

Owing to the typhoon at Shanghai the time of arrival in Hongkong of the C. P. R. steamers *Empress of Japan* and *Tartar* has been delayed. The *Empress of Japan* arrived Shanghai at 1 p.m. on Sunday, and left this morning for Hongkong, where she is due to arrive at 3 p.m., on 6th inst. The *Tartar* arrived Shanghai at 4 a.m. on 1st inst., and left at 10 a.m. on 3rd inst., for Hongkong, where she is due to arrive at noon, on 6th inst.



## TELEGRAMS.

[Reuter's.]

## The Russo-Japanese Armistice.

BARON KOMURA SAILS 20TH INST.  
LONDON, 1st September.  
Advices from Portsmouth state that Japan, through Baron Komura, has agreed to an immediate armistice.

It is understood that Baron Komura will sail for Japan on the 20th instant; he will not visit Canada.

Later.

The Envoys have signed a formal armistice, which, however, will not take effect until the signing of peace.

Ten of the fifteen articles of the treaty are already drafted.

## The Peace Conference.

A Government communiqué published in St. Petersburg, recounting the history of the negotiations, confirms the report that when a rupture was imminent, President Roosevelt appealed to the Tsar's humanitarian sentiments to consent to the new Japanese proposal that Russia should pay Japan Yen 1,200,000,000 for Northern Saghalien; the Tsar rejecting this proposal the Japanese renounced the reimbursement clause and claimed Southern Saghalien, undertaking not to fortify it, and not to take military measures to keep the Perouse Straits open.

## The Anglo-Japanese Alliance.

The papers comment with satisfaction on the Anglo-Japanese alliance and recognise its vast importance.

FRENCH OPINION.

Later.

The French press finds the renewed Anglo-Japanese alliance more reassuring than disturbing, in view of the entente cordiale.

## Earthquake in America.

A severe earthquake has occurred at Portsmouth, the buildings in which the Conference was held and other buildings were shaken; damage not serious.

## France and Morocco.

2nd September.

M. Tallandier has handed the Sultan of Morocco an ultimatum, demanding a complete reparation and an apology, in specified terms, for the imprisonment of the Algerian chief.

## The Cruise of the British Channel Squadron.

The Channel Squadron has met with a most cordial reception at L'Anzig. A great programme of sports was arranged; two thousand men landed. The Kaiser, in reply to a telegram from Admiral Wilson, said: "It gives me great satisfaction to hear that you are pleased at meeting your brother-officers of the German fleet."

[Straits Times.]

## The Rajah of Boni.

Sourabaya, 26th August.

It now transpires that the Rajah of Boni was not captured as was recently announced, the man whose capture gave rise to the mistake being in reality only one of the Rajah's principal followers.

The pursuit of the Rajah is being vigorously continued.

## The Channel Swim.

FOUR ATTEMPTS FAIL.

London, 26th August.

Four attempts were made to swim the Channel yesterday, but all failed.

One of the competitors was an Australian lady swimmer.

## SHIPPING JETLANS.

Three fishermen, survivors of the crews of two junks that were wrecked in the typhoon the other day, were rescued by the captain of the S.S. *Thaka* which arrived to-day. The men were taken care of by the Tung Wa Hospital authorities.

The Messageries Maritimes, which, in conjunction with the Chargeurs Reunis, inaugurated a new service between Antwerp and China in January last, is about to extend the terminal port from Shanghai to Japan. The service, monthly at first, will be effected alternately by steamers of the two companies. The first departure of the line on Aug. 1 was the Chargeurs Reunis steamer *Mirail* for *Yokohama*, from Antwerp, and will be followed by the M.M. steamer *Amann* on Sept. 1.

## THE "EQUADOR" IN A TYPHOON.

Captain O. Dickmann of the S.V. *Equador*, reports that he passed through a typhoon on the 29th and 30th ult., when about W.S.W. of this Colony according to observations taken. The report reached this office two days to enable us to obtain particulars. The *Equador* is a four-masted, iron-hulled, 2,100 tons burthen, and left New York on the 10th of May, loaded with paraffin oil consigned to the Standard Oil Company. She arrived in harbour on Saturday afternoon.

The schooner *Minerva II*, which recently went ashore on Maricao island, is a complete loss to her owners. There is no hope of saving the vessel and the typhoon has probably precluded the possibility of even saving her cargo. Captain Gary has succeeded in saving part of her hemp—about 1,500 piculs—and it has been impossible for the launch and lighters which Captain Robinson was to have taken to the scene to leave this port, says the *Manila Cable*. The vessel is reported to be lying in such position as to be exposed to all the fury of the storms and heavy seas now prevailing, and her condition is pronounced hopeless.

The *Foot Sang*, built by Messrs. W. Dobson and Co. of Low Walker-on-Tyne, to the order of the Indo-China Steam Navigation Company, Limited, of London, has carried out her trials in the North Sea. This vessel, which has been built to the highest class at Lloyd's and to the Board of Trade requirements for passenger certificate, is of the following dimensions:—Length (between perpendiculars), 330 ft. 6 in.; breadth, 44 ft.; depth, (moulded to spardeck), 26 ft. 6 in. She is specially fitted for the requirements of the Hongkong trade. On the trial run the machinery worked satisfactorily, a mean speed of about 12 knots being attained. After the trial the vessel proceeded on her voyage.

## THE TARI PARTY.

ARRIVAL IN HONGKONG.

As announced by us to be the case the Hon. William H. Taft, U.S. Secretary of War, with Miss Roosevelt, eldest daughter of the President of the United States, and a very distinguished party arrived in Hongkong yesterday morning.

Shortly after 8 a.m. the huge white-hulled American transport *Logan*, with its buff-coloured funnel encircled by red, white, and blue stripes, entered the harbour, and dropped anchor in the man-of-war anchorage, and immediately between Blake Pier and the big American vessel all became bustle and excitement, launches, big and little, puffing with the importance of their mission to bring the distinguished party of Senators and Congressmen, with their wives and daughters, to the hospitable shores of Hongkong. On the pier itself a veritable army of "snapshooters" waited in supposedly convenient positions, and wait they did, with a patience worthy of old Job of ancient writ himself; but a patience, alas! doomed to go unrewarded. Miss Roosevelt was their quarry and to their infinite disappointment, she came not. Secretary Taft, as he is familiarly called, came ashore about noon and repaired to Government House, escorted by Captain Arbuthnot-Leslie, A.D.C., to be the guest, informally, at luncheon with His Excellency the Governor. General and Mrs. Corbin, with Captains Them, son and Kelly, A.D.C.'s, proceeded to the Peak where they were the guests of General Lay and Mrs. Lay of Canton, while other members of the party lunched with Consul-General and Mrs. Bragg, who subsequently held a reception at their residence. Miss Roosevelt, accompanied by Miss Boardman and Miss McMillan, came ashore quietly in an unadorned launch, without any fuss and ceremony, and as there were other launches arriving with ladies from other vessels in the harbour they were unrecognized, and no one knew they had been ashore until it leaked out afterwards that they had spent a quiet hour unknown in our midst. At 1 p.m. Mr. Silverstone, of the Pacific Mail S.S. Co., entertained some of the members of the party at luncheon on board the S.S. *Korea*, Miss Roosevelt and her lady friends being among the guests. On account of the news from Canton it was expected that the trip there would be abandoned, it being considered inexpedient for the ladies to go there at this juncture; but, we learn, when the question of the abandonment of the trip was mooted to Miss Roosevelt she at once pooh-poohed any such giving up of any portion of the pre-arranged programme, and insisted upon going to Canton. Accordingly shortly after 5 p.m. in company with about a dozen of the party, she left the *Logan* in a launch for the *Callao*, which, as soon as the party had embarked, left the harbour on the trip. Secretary Taft and his immediate party leaving in the *Kinsman* at 10 p.m.; others of the party preceded him some half-an-hour earlier in the *Kong Nam*. They are spending to-day sight-seeing in Canton, and return to-night to Hongkong. Several members of the party expressed their pleasure in seeing "such a clean and beautiful city as Hongkong," and only regretted that their time was too limited to admit of their seeing more of it, as well as of paying a visit to Kowloon and exploring the wilds of the New Territory. One of the officers of the *Logan*, met by a representative of this journal last night, said that Mr. Taft and Miss Roosevelt, it was, besides being the leading figures of the party, the very life and soul of it. Mr. Taft's genial, brisk heartiness of manner, the "statesman" *pro tem* laid aside, and Miss Roosevelt's simple, unaffected, vivacious girliness making them universal favourites, and all regret that Mr. Taft is unable to continue with the party on the trip to Peking and Japan, his engagements necessitating his return to the United States direct, in the *Korea* which sails on Wednesday.

In honour of General Corbin a guard of honour with Band was ordered for 4.15 p.m., but the turn out was at the last moment countermanded, as it was learned that the General had slipped away quietly on board the *Logan* shortly after 3 p.m. Mr. Taft refused to be "interviewed," but his engaging manner and attractive personality made even the more implied than expressed refusal almost as pleasing as his acquiescence might have been. Besides which he had already said all he had to say, and that had already been published.

The *Kinsman's* first class accommodation being entirely engaged by this party under arrangements made by Mr. Lay, a number of intending visitors to Canton, relying upon securing passages on board, had the alternative of postponing their trip or "dossing it out" in the saloon. It is to be hoped that the objectionable placards to the contrary notwithstanding, no untoward or unpleasant incidents will mar the pleasure of the distinguished visitors' trip to Canton city.

To-morrow the party will be very much *fit*. The Taft party proper, including Miss Roosevelt, will be entertained at luncheon by Rear-Admiral Dicken, Colonel Darling and officers of the Regimental Messes, others being entertained by Consul-General Bragg. After lunch the whole party will be the guests of the Gymkhana Club, the meet, postponed from Saturday in their honour, taking place at 4.30 p.m. At night they will dine with His Excellency the Governor, Sir Matthew Nathan, and at 9.15 p.m. will repair to the New Parade Ground where a torchlight military tattoo will be held. On Wednesday Secretary Taft, accompanied by the Congressmen and Senators, and their wives, will leave for the United States in the *Korea*, while Miss Roosevelt and the rest of the party will proceed in the *Logan* to Tientsin en route to Peking. This latter party will be made up of Miss Roosevelt, Miss Boardman, Miss McMillan, the two daughters of Commissioner Ide, Senator Warren, and Representatives Longworth, Gillette and Cockran, Mr. Schmidlapp, the Misses Schmidlapp, Mr. Critten, General and Mrs. Corbin, Colonel Knight, Colonel Clem, and Captains Horton, Penn and Moss. General Corbin goes with the party in command of relief troops for the U.S. Legation in Peking. The port of Peking will be reached on or about September 12, and three days will be spent in Peking. From that capital the journey will be continued to Nagasaki. There the *Logan* will leave the party and return to Manila, the party continuing their journey home later on the *Siberia*.

[Continued on page 6.]

## CANTON FIREWORKS.

INTERESTING CLAIM BY HONGKONG FIRM.

An action which should prove of interest to a large number of traders in Canton and Hongkong was opened in the Supreme Court to-day, the Chief Justice, Sir Francis Pigott, on the bench. Messrs. Carlowitz and Co. sued the Sun Shing firm in the sum of \$11,937.83 for breach of contract, in respect of goods delivered which failed to meet requirements or to be in accordance with the orders given.

Mr. H. E. Pollock, K.C., instructed by Mr. Hays, of Johnson, Stokes and Master, appeared for the plaintiffs; Mr. Calthrop instructed by Mr. Looker, of Deacon, Looker and Deacon, represented the defendants.

The case for the plaintiffs was opened by Mr. Pollock who said this action was brought to recover damages suffered by the plaintiffs in respect of the defendants' breach of contract in connection with the supply of certain fire-crackers to the plaintiffs.

CRACKERS THAT DID NOT EXPLODE.

The defendants, he understood, were a firm who had been doing business for some time in Canton, dealing in fire-crackers and selling fire-crackers for export. For some years past they had done business with the plaintiff firm. He believed that the business which was previously carried on before the consignments which formed the subject of the present action was of a satisfactory character; but as he would show the Court when he came to deal with the evidence in this case, these particular consignments of fire-crackers which were sold by the defendants to the plaintiffs were very unsatisfactory indeed. Some of the fire-crackers would not explode; many of those that did explode gave very poor reports; they were, in fact, up to the weight mentioned in the contract, and were generally, to use a term very frequently employed in these cases, of an unmerchantable character.

AN OLD ACTION.

The writ of summons in this action was issued on the 11th March, 1902—really three and a half years ago. The plaintiffs at that time, as would be seen by the endorsement on the writ, claimed a much larger sum than they now did. They claimed the full amount of the cost of the fire-crackers—\$24,278.83. The statement of claim was filed on 4th April, 1902.

STATEMENT OF CLAIM.

On their statement of claim the plaintiffs said they had suffered damage by breach of contract between the plaintiffs and defendants for the sale of certain fire-crackers. The goods were purchased on certain conditions and delivered in due course and shipped to New York in fulfillment of certain orders. On being opened, the goods were found to be of such an inferior character as to render them wholly unmerchantable. The goods, consequently, or a large quantity of them, remained in the hands of the plaintiffs, being unsaleable. Altogether 45,000 packages of fire-crackers were bought at a cost of \$24,278.83, and at first the plaintiffs claimed that sum with interest.

FIREWORKS FOR AMERICA.

The next step, after the statement of claim had been filed, was an application by the defendants to the Court for the particulars in connection with that statement of claim, and that was filed on the 13th May, 1902. On the 23rd May the further particulars asked for were filed and these stated that the contracts were made orally between the plaintiffs and the defendants. The packages were opened in New York, by purchasers from the plaintiff firm in that city and in other parts of America. The goods were found to be of an inferior character; in many instances no explosion took place, while in other cases the explosion was of a very slight character. The fire-crackers which were supposed to be of a superior class were found to be of an inferior quality. It was believed that 20,000 packages were in the hands of the purchasers being unsaleable and that quantity would be increased by the returns from detail purchasers. In other words the plaintiffs complained of the inferior quality of the goods, stating that in some cases there was no explosion at all and in others the report was very light; moreover, there was a deficiency in weight and an inferiority in quality.

Until the defendants were not satisfied with the particulars furnished and certain correspondence took place between the solicitors for the parties before a statement of defence was filed.

The present claim was for nearly \$12,000. There had been an action brought by the defendants against the plaintiffs for some \$7,000 and in that action the defendants had proved successful, but execution was suspended pending the judgment in the present action. The previous action, however, did not come under the purview of this Court.

THE DEFENDANTS' STATEMENT.

After all these particulars had been given by the plaintiffs, on October 1902, the statement of defence was filed. The defendants denied that they had broken any contract. They said that prior to the delivery of the goods, the plaintiffs examined the stock, accepted the goods, and paid for them, making no complaint as to their character or quality. The defendants maintained that the goods delivered were in good order and condition, and answered to the description and quality ordered. Moreover, the defendants did not admit that the goods were shipped to America or that they were "shipped in due course." They also denied that, if shipped, the goods were as handed by them to the plaintiff.

THE DAMAGES.

The defendants again applied for particulars and in August, 1903, an order was made by the Court to give further and better particulars of the statement of claim. In answer to that, in February, 1904, the plaintiffs gave particulars of the damages which they were now asking the Court to award—\$11,937.83. There were claims on four consignments valued at \$1,278 gold, \$1,250 gold, \$1,500 gold, and \$600 gold—total \$4,628 gold, which at the rate of exchange of \$24 gold to \$100 Mex in March 1902, equalled \$11,313.63 Mex. Plaintiffs also claimed \$624.20 Mex a grand total of \$11,937.83.

NEW YORK EVIDENCE.

With reference to the quality of these crackers, a great deal of evidence had been taken in New York on commission and that evidence would undoubtedly show the Court, Mr. Pollock said, that these crackers were of a very inferior quality indeed. That evidence also showed that externally, so far as the eye could see, the crackers looked beautiful. But something more than that was required of a cracker. What was primarily required of a cracker was that it should explode with a reasonably loud report.

The Chief Justice—Is the defence a question of fact?

Mr. Calthrop—Fact and law.

REDUCTIO AD ABSURDUM.

Mr. Pollock, continuing, said the defendants held that prior to the delivery of the goods the

plaintiffs inspected the goods and agreed to accept the consignments in fulfillment of the orders. They also paid for the goods and made no complaint until the end of 1901. But that inspection was by no means a thorough inspection. The boxes were piled one above another in a godown. The purchasers had had dealings with the Sun Shing of a satisfactory character. It was true the plaintiffs did look at a few of the crackers on the top and see that apparently these "went off" all right. To a great extent they had relied on the honesty and integrity of the vendor. Of course it was impossible, as he would submit by authorities, that an article like a fire-cracker could be examined so that every latent defect in its composition could be noticed. The only way to examine it properly would be to explode the whole lot, which would be carrying the matter to a *reductio ad absurdum*. If the Court was satisfied that the fire-crackers were of a worthless character and unmerchantable then it was on that point that a decision would be given. The defendants did not admit that the goods were shipped off to America or were shipped in due course, but it was understood that goods bought of them were to be shipped to America and it was futile to say they did not know the destination, because the defendants themselves put the goods on board vessels bound for America.

Mr. Pollock proceeded to cite authorities on the points that would be raised in the case, and read the evidence which had been taken on commission in New York.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 1/11 1/11  
Do. demand 1/11 1/11  
Do. 4 months sight 1/11 1/11  
France—Bank T.T. 2/42  
America—Bank T.T. 1/47  
Germany—Bank T.T. 1/47  
India T.T. 1/44  
Do. demand 1/44  
Shanghai—Bank T.T. 9/2 prem.  
Singapore T.T. 9/2 prem.  
Java—Bank T.T. 1/15  
Sovereign 1/15

1 months sight L/C. 1/11 7/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16  
1 months sight L/C. 1/11 9/16

OPTIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New 1/100  
" Old 1/185  
" Older 1/175  
" Oldest 1/150  
Sina New 1/112  
" Old 1/100  
Pineapples New 1/100  
" Old 1/100  
Pineapples 1/100

## To-day's Advertisements.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Captain Coglioli, will be despatched as above, on SATURDAY, the 9th September, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 4th September, 1905. [899]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"SLAVONIA,"

Captain Rorden, will be despatched for the above Ports, on WEDNESDAY, the 6th instant, at Daylight.

The Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th September, 1905. [881]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th September, 1905. [897]

## To-day's Advertisements.

THEATRE ROYAL, HONGKONG.

Leeson and Manager, Mr. W. HOLLINWORTH.

TO-NIGHT (MONDAY), 4th September, AND EVERY EVENING, UNTIL FURTHER NOTICE.

Doors Open at 8 P.M. Commence at 9 Sharp.

Under the direct patronage of His Excellency the Governor, Sir MATTHEW NATHAN, K.C.M.G.

THE FAMOUS

GAIETY STARS,

POLITE VAUDEVILLE AND SPECIALTY COMPANY.

PRONOUNCED SUCCESS.

BUT ONE OPINION:

THE MOST SUCCESSFUL

VAUDEVILLE COMBINATION EVER

INTRODUCED TO THE ORIENT.

Plan at the ROBINSON PIANO CO.

Price ... .. \$3, \$2 and \$1.

Special late Trams (High and Low Level) after the Theatre.

Mr. JAMES MORGAN, Business representative.

Hongkong, 4th September, 1905. [877]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"TIENTSIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 4th September, 1905. [2]

S.S. "POLYNESIAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex S.S. *Charante*, and from Havreex S.S. *Crimée*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 11th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 11th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th September, 1905. [7]

JAVA-CHINA-JAPAN-LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Lijn Steamship

"BORJOR,"

Captain Werkhoven, having arrived from above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th instant will be subject to rent.

All Claims for damage must be sent in before the 12th instant or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

The steamer will be despatched for BATAVIA, CHERIBON, SAMARANG, SOERABAYA and MACASSAR on the 7th instant.

Head Agency of the

JAVA-CHINA-JAPAN LIJN, Alexandra Buildings.

Hongkong, 4th September, 1905. [898]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

| FROM                  | STEAMERS   | DUE            |
|-----------------------|------------|----------------|
| GLASGOW and LIVERPOOL | "TEENKAI"  | 6th September. |
| GLASGOW and LIVERPOOL | "DIOMED"   | 14th "         |
| GLASGOW and LIVERPOOL | "KAISOW"   | 14th "         |
| GLASGOW and LIVERPOOL | "DARDANUS" | 21st "         |
| GLASGOW and LIVERPOOL | "TYDEUS"   | 28th "         |
| GLASGOW and LIVERPOOL | "CHINGWOW" | 28th "         |
| GLASGOW and LIVERPOOL | "KINTUCK"  | 5th October.   |

S.S. "Teenkei" left Singapore on the evening of the 1st inst., and is due here on the 6th.

## HOMEWARD.

| FOR                          | STEAMERS    | TO SAIL         |
|------------------------------|-------------|-----------------|
| LONDON, AMSTERDAM & ANTWERP  | "PAKLING"   | 12th September. |
| * GENOA, MARSEILLES & L'POOL | "ACHILLES"  | 20th "          |
| LONDON, AMSTERDAM & ANTWERP  | "ANTENOR"   | 26th "          |
| LONDON, AMSTERDAM & ANTWERP  | "ALCINOUS"  | 10th October.   |
| * GENOA, MARSEILLES & L'POOL | "AGAMEMNON" | 20th "          |
| LONDON, AMSTERDAM & ANTWERP  | "DIOMED"    | 24th "          |

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

| FOR                                                                                           | STEAMERS | TO SAIL      |
|-----------------------------------------------------------------------------------------------|----------|--------------|
| VICTORIA, SEATTLE, TACOMA, and<br>all PACIFIC COAST PORTS, via<br>NAGASAKI, KOBE and YOKOHAMA | "TYDEUS" | 1st October. |

## WESTWARD.

| FROM                                           | STEAMERS  | DUE             |
|------------------------------------------------|-----------|-----------------|
| TACOMA, SEATTLE, VICTORIA and<br>PACIFIC COAST | "YANGTSE" | 28th September. |
|                                                | "KEEMUN"  | 30th October.   |

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th September, 1905.

## CHINA NAVIGATION CO., LIMITED.

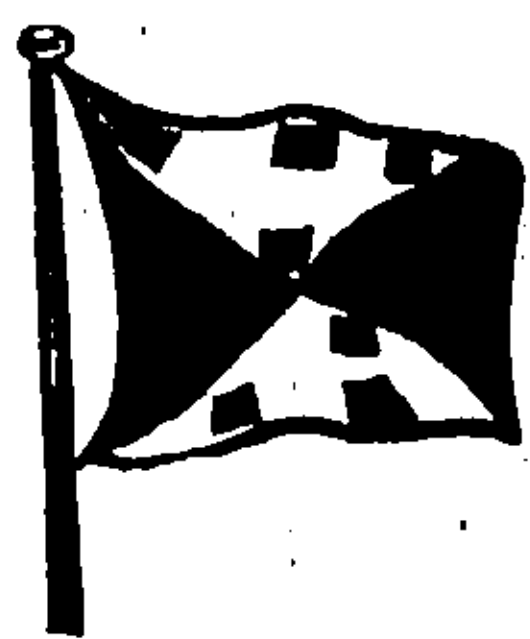
| FOR                                                                                                                          | STEAMERS   | TO SAIL        |
|------------------------------------------------------------------------------------------------------------------------------|------------|----------------|
| CHEFOO and NEWCHWANG                                                                                                         | "WUHU"     | 5th September. |
| TAIWANFOO                                                                                                                    | "SINGAN"   | 5th "          |
| SHANGHAI                                                                                                                     | "YOOHOW"   | 5th "          |
| MANILA                                                                                                                       | "TEAN"     | 6th "          |
| TSINGTAO, CHEFOO & NEWCHWANG                                                                                                 | "KASHING"  | 6th "          |
| KOBE                                                                                                                         | "CHANGSHA" | 6th "          |
| MANILA, ZAMBOANGA, PORT DAR-<br>WIN, THURSDAY ISLAND, COOK-<br>TOWN, CAIRNS, TOWNSVILLE, BRIS-<br>BANE, SYDNEY and MELBOURNE | "CHANGSHA" | 23rd "         |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th September, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For    | Sailing Dates.                    |
|------------|-------|--------------|--------|-----------------------------------|
| ZAFIRO     | 2540  | R. Rodger    | MANILA | SATURDAY, 9th Sept.,<br>at Noon.  |
| ROBI       | 2540  | A. H. Netley | "      | SATURDAY, 16th Sept.,<br>at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 2nd September, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

| Steamship       | Tons | Captain      | For      | Sailing Dates   |
|-----------------|------|--------------|----------|-----------------|
| "SIERRA BLANCA" | 2540 | R. Rodger    | NEW YORK | 20th September. |
| "ALSTON"        | 2540 | A. H. Netley | "        | 20th October.   |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 4th September, 1905.

## BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cycliclo  
and Billie Duplicator.  
Hongkong, 3rd February, 1905.TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
4, DES VOGES ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 1st October, 1904.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single 3s; Return Ticket,  
5s; 2nd Class, 2s; 3rd Class, 1s. 6d.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, 1s; Return, 2s; 3rd Class, Single,  
6d.; Return, 1s. 6d.; Steerage, 6d. extra.  
Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of 2s.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged 3s  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's Wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 14th June, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" 1,300 T. R. MEAD.  
"KWONG TUNG" 1,238 H. W. WALKER.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey 3s.  
Meals ..... 1s. each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                           | Steamship   | On                          |
|-------------------------------|-------------|-----------------------------|
| SINGAPORE, PENANG & CALCUTTA  | "LAISANG"   | TUESDAY, 5th Sept., 3 P.M.  |
| SINGAPORE, SRABAYA & SAMARANG | "ONGSANG"   | FRIDAY, 8th Sept., 3 P.M.   |
| MANILA                        | "LOONGSANG" | FRIDAY, 8th Sept., 4 P.M.   |
| SHANGHAI                      | "KWONGSANG" | SATURDAY, 9th Sept., 3 P.M. |
| TIENTSIN                      | "WOSANG"    | SATURDAY, 9th Sept., 3 P.M. |

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 4th September, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons  | Captain    | To Sail at Daylight on |
|-------------|-------|------------|------------------------|
| "NICOMEDIA" | 4,370 | Wagemann   | September 26th, 1905.  |
| "NUMANTIA"  | 4,370 | Feldmann   | October 14th, "        |
| "ARABIA"    | 4,483 | Metzenhain | November 7th, "        |
| "ARAGONIA"  | 5,198 | Ernst      | "                      |

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about  
September 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin and Queensland  
Ports, and taking through Cargo to Adelaide,  
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"  
Captain Ellis, will be despatched for the above  
Ports, on WEDNESDAY, the 6th September,  
at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A duly qualified Surgeon and Stewardess  
are carried.  
N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 12th August, 1905."SHIRE" LINE OF STEAMERS.  
FOR MARSEILLES, ANTWERP AND  
LONDON.

THE Steamship

"MERIONETHSHIRE"  
will be despatched for the above Ports, on or  
about the 15th September.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents "Shire" Line.  
Hongkong, 31st August, 1905.

## TRIPS TO CANTON AND MACAO.

THE Yuk On Canton and Macao Steamer

"YING KING,"  
1,088 tons, Registered.Captain E. J. Page, will leave Hongkong for  
Canton every MONDAY, WEDNESDAY  
and FRIDAY EVENING, at 6.30 P.M.  
returning to Hongkong every THURSDAY,  
THURSDAY and SATURDAY, about 5 P.M.  
On SUNDAYS she will make an EXCUR-  
SION TRIP TO MACAO, leaving Hongkong  
at 8.30 A.M., and returning from Macao about  
7.30 P.M.The "Ying King" is especially fitted for  
these runs, is the newest, fastest and most  
luxuriously furnished steamer on the line and  
is lighted throughout with Electricity, also hot  
and cold water is supplied.

## FARES:

|                                                                 |         |
|-----------------------------------------------------------------|---------|
| First Class single journey to Canton                            | 3s. 0d. |
| Second " " "                                                    | 1s. 5d. |
| First class single journey to Macao                             | 1s. 0d. |
| Second " " "                                                    | 8d.     |
| Third " " "                                                     | 5d.     |
| Breakfast, Tiffin or Dinner 1s. each only.                      |         |
| Wines and Spirits of the best brands are used.                  |         |
| The Wharf in Hongkong is at the West end<br>of Wing Lok Street. |         |
| The Wharf in Macao is the same as the<br>S.S. Perseverance.     |         |

For further information, apply to the Office of

YUK ON S. S. CO., LD.,  
No. 216, Wing Lok Street, Hongkong,  
or toMessrs. WENDT & Co., Canton Agents.  
S. A. NORONHA, Macao Agent.  
Hongkong, 23rd August, 1905.REGULAR STEAMSHIP SERVICE  
TO NEW YORK.VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

| Steamship     | About                 |
|---------------|-----------------------|
| "SATSUMA"     | 30th September, 1905. |
| "WRAY CASTLE" | to follow.            |

For Freight and further Information, apply

JODWELL & Co., LIMITED,  
Agents.  
Hongkong, 30th August, 1905.HONGKONG METEOROLOGICAL  
SIGNALS.

## A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not neces-  
sarily imply that bad weather is expected. The  
signals are as follows:—A cone point upwards indicates a typhoon to  
the North of the Colony.A cone point upwards and drum below indi-  
cates a typhoon to the North-East of the  
Colony.A drum indicates a typhoon to the East of  
the Colony.A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.A cone point downwards indicates a typhoon  
to the South of the Colony.A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.A ball indicates a typhoon to the West of  
the Colony.A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.The above signals will, as heretofore, be  
hoisted only when typhoons exist in such posi-  
tions or are moving in such directions that in-  
formation regarding them is considered to be of  
importance to the Colony or to shipping leav-  
ing the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on H.  
M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—  
Joint Cable Companies' Office,  
Ferry Company's Pier, Ice House Street,  
Blake Pier,  
Post Office,  
Harbour Office,  
Ferry Company's Pier, Kowloon.WEATHER-FORECASTS AND STORM-  
WARNINGS are exhibited on the above boards  
daily about 11 a.m., and also at other hours,  
day or night, whenever necessary. Informa-  
tion of importance is also issued by "Express."THE CHINA COAST METEOROLOGICAL  
REGISTER is exhibited at the same places daily  
about noon. It contains observations made at  
Hongkong and at a number of stations in the  
Far East, together with Remarks, Weather-  
forecasts, and information regarding the exist-  
ence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may,  
whenever necessary, call at the Telegraph  
Company's Office in Connaught Road and  
send telegrams to the Observatory asking for  
special information without charge. Such  
inquiries may also be sent from the Police  
Station at Kowloon Point which is connected  
with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather  
to be expected while signals are hoisted, and  
sailing directions, are given in "The Law of  
Storms in the Eastern Seas."F. G. FIDG,  
Acting Director.

Hongkong, Observatory, 2nd January, 1904.

## THE TAFT PARTY

ARRIVAL IN HONGKONG.

[Continued from page 5.]

As Mrs. Taft, for a multitude of reasons, could not take this long journey Miss Roosevelt's special companion is Miss Mabel T. Boardman, daughter of Mr. and Mrs. William J. Boardman, of Washington. Miss Amy McMillan, daughter of the late senator from Michigan, is also one of her companions. Mrs. Dubois, wife of the Idaho senator, is the official chaperone of the President's daughter, and with Miss McMillan, are participating in all the entertainments planned in her honour. Several other women well known in the official and social world add lustre to the party. Among these in Mrs. Stone, wife of the Missouri senator; Mrs. Sereno Payne, of New York; Mrs. de Armond, of Missouri; and Mrs. Clark, her daughter; Mrs. Austin Wadsworth, of Boston, wife of Major Wadsworth, of the army; Mrs. Hepburn, of Iowa; Mrs. Hill, of Connecticut; Mrs. Smith, of Illinois; and Mrs. Jones, of Virginia, nearly all of whom are the wives of representatives in Congress. These ladies, like Miss Roosevelt, have made the trip for the experience and benefit of foreign travel, and according to the railroad and steamship people they are paying all their own expenses. Miss Roosevelt's trip is one of the many gifts of her father to celebrate her twenty-first birthday. He gave her the choice between visiting the family of Whitelaw Reid in London and going to the Philippines. He was more than gratified when she elected to visit the Eastern Islands. Secretary of War Taft, ex-Secretary Root, and the officials accompanying them, have come at the invitation and expense of the Philippine Government. The two parties are kept entirely distinct, so far as the honours intended solely for Miss Roosevelt are concerned.

Probably no other young lady ever took such a trip as that which is being enjoyed by Miss Alice Roosevelt. Certainly no other American young woman ever had such honours showered upon her as have been and are accorded the President's daughter. So far it has been a "grand tour," such as princes of the blood royal take through the continent of Europe and to the outlying possessions of their respective crowns. Primarily Miss Roosevelt is making the long journey to please her father, who intends himself making the trip when his tenure of office is at an end. It is not to be supposed, however, that the opportunity for such a journey under such flattering circumstances is unwelcome to her. She is intensely patriotic, and more than once has been heard to declare that she never will travel in Europe until she has visited every land where floats the Stars and Stripes. Already she has travelled extensively for a young woman of her years. She has visited Cuba and Porto Rico, and has journeyed to nearly every part of the United States proper, from the rocky, barren heights of Mt. Desert to the sunny resorts on the Gulf Coast and Southern California. Knowing the President's interest in all things pertaining to their welfare, the Islands gave his daughter and the distinguished official party which accompany the Secretary of War a series of fiestas and receptions such as have not been seen since the Spanish flag was hoisted down at Manila and Castilian rule in the Islands ended.

COST OF THE TRIP.  
A wire published in one of the American journals just prior to the departure of our guests states that the Pacific Mail Steamship Company, in its desire to receive a very snug sum in the way of passenger fares, this will total \$28,000 (gold). It is also estimated that in the way of tips the members of the Taft party were supposed to be put to the expense of \$1,500 while on board the steamer *Manchuria* going to the Orient and on the *Korea* returning home, it being taken for granted they will observe the usual tipping custom aboard Pacific liners. The Southern Pacific and Union Pacific and their connections, together with the Pullman Company, will also derive considerable revenue from the party for the round trip between San Francisco and Washington. They will get for division among themselves fully \$14,440 which includes something like \$2,100 for dining car service. This will be one of the most lucrative special parties ever hauled across the continent by the overland roads.

It is figured out by the railroad and steamship people that those of the party paying their own way will each be put to an expense of \$650 for the round trip, even if the Island government foots their bills while in the Philippines. The individual expense of those whose fares are to be paid by the Government will be about \$150.

## WHEN FRUIT IS INJURIOUS.

"Every medical man now and then comes across patients who have dined for weeks on half a dozen bananas, a pound of straw-berries, a pound of uncooked apples, or a pound of grapes or other fruit. Strange to say, it is often the poor creature who is run down who takes to this fruit craze, and, as might be expected, the injudicious feeding makes his condition worse."

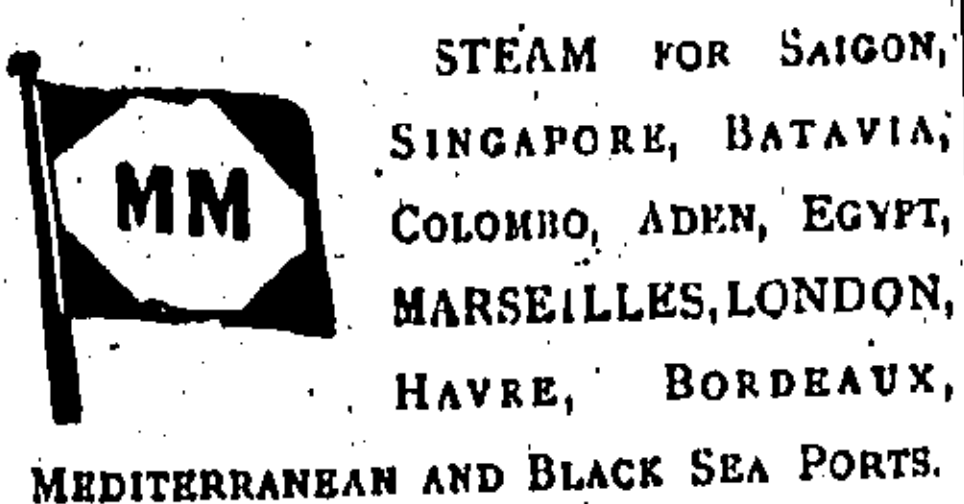
So says Dr. J. Gordon Sharp in the *Lancet*, writing on the subject of the digestive actions of various fruits. Dr. Sharp thinks that medical men, as a rule, do not appreciate the importance of this question of the misuse of fruit diet. Here are some general directions extracted from his article. To obtain most benefit from the succulent fruit, they should be eaten at the end of the chief meal. Bananas are an exception, and may be eaten with any meal. They are very acceptable cut in thin slices and eaten with bread and butter. Stewed fruit often have their virtues wasted through being eaten at the wrong time. Six or eight stewed prunes half an hour before breakfast are beneficial; so are stewed figs or oranges eaten before breakfast. Peeled oranges, cut into thin slices and served with the juice, are not unlike pine-apple, and form a highly efficacious aid to digestion. Grapes should never be eaten except after the chief meal of the day. Taken when the stomach is comparatively empty, they are a specially harmful fruit.







## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "ARMAND BEHIC,"

Captain E. Guionnet, will be despatched for  
MARSEILLES TO-MORROW, the 5th  
September, at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS...19th September.

S.S. POLYNESIE...3rd October.

S.S. CALEDONIE...17th October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th September, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "BENGAL,"

Captain W. W. Cook, R.N.R., carrying His Majesty's  
Mails will be despatched from this  
BOMBAY, on SATURDAY, the 9th September,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Victoria, 6,522 tons, from Colombo. Passen-  
gers' accommodation in which vessel is secured  
before departure from Hongkong.and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Malta,  
due in London on the 22nd October.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 26th August, 1905.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Lyra 4,417 G. V. Williams At. Sept. 15

Pleasant 3,753 F. G. Purinton Oct. 7

Shammut 9,666 E. V. Roberts Oct. 14

Tremont 9,666 T. W. Garlick Nov. 4

Hyades 3,753 Geo. Wright Nov. 4

Cargo only.

Steamer marked (\*) have no second-class  
passenger accommodation.CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARD.The twin-screw s.s. Shammut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 24th August, 1905.

## Insurance.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong 28th May, 1895.

## To Let.

## TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.  
No. 1, RIFON TERRACE.  
FLATS in MORRISON TERRACE, facing  
Polo Ground.  
OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 19th August, 1905.

## TO LET.

No. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905.

## TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

## TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

## TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms. GAS and ELECTRIC  
BELLS laid on. Commanding fine view of the  
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,  
No. 5, D'Agular Street,  
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905.

## TUBORG BEER.

A FIRST Class PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1905.

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPSOF ALL DESCRIPTIONS,  
from the best makers.INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES, &c.,  
for  
GASOLINE AND GAS  
LAMPS  
at the most moderate  
prices.Lamps fixed up for  
Buyers free of charge.Naptha of the best  
kind kept in stock.TAI KWONG CO.,  
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&amp;c., &amp;c., &amp;c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                                        | NO. OF<br>SHARES. | VALUE.   | PAID UP. | POSITION AS PER LAST REPORT.<br>RESERVE.                                                       | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.                                                                | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION. | CLOSING<br>QUOTATIONS.      |
|--------------------------------------------------------------------------------|-------------------|----------|----------|------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------|
| BANKS.                                                                         |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Hongkong & Shanghai Banking Corporation                                        | 20,000            | \$125    | \$125    | \$1,000,000<br>\$8,500,000<br>\$250,000                                                        | \$1,702,728            | \$1 15/- @ exchange 1/10 = \$18.66.67<br>for first half-year 1905             | 5 %                                               | \$880 buyers<br>London £891 |
| National Bank of China, Limited                                                | 99,925            | £7       | £5       | \$200,000                                                                                      | \$41,768               | \$2 (London 3/6) for 1905                                                     |                                                   | \$38 buyers                 |
| MARINE INSURANCES.                                                             |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Canton Insurance Office, Limited                                               | 10,000            | \$250    | \$50     | \$1,400,000<br>81,739                                                                          | \$150,494              | \$17 for 1905                                                                 | 5 %                                               | \$340 sellers               |
| China Traders' Insurance Company, Limited                                      | 14,000            | \$83.33  | \$25     | \$950,000<br>\$151,992<br>\$362,106<br>\$371,445                                               | Nil.                   | \$4 1/2 for year ended 30.3.1904                                              | 5 1/2 %                                           | \$82 1/2                    |
| North China Insurance Company, Limited                                         | 10,000            | £15      | £5       | Tls. 800,000                                                                                   | Tls. 217,110           | Interim of 7/6 1904                                                           | 8 %                                               | Tls. 82                     |
| Union Insurance Society of Canton, Limited                                     | 10,000            | \$250    | \$100    | \$1,850,000<br>£20,000<br>\$377,749<br>\$89,111<br>\$84,673<br>\$75,000<br>\$5,000<br>\$18.0   | \$2,078,997            | \$35 for 1905                                                                 | 4 1/2 %                                           | \$770                       |
| Yangtze Insurance Association, Limited                                         | 8,000             | \$100    | \$60     | \$1,000,000<br>\$218,973<br>\$1,241                                                            | \$486,284              | \$12 and \$3 special dividend for 1905                                        | 8 1/2 %                                           | \$172 1/2                   |
| FIRE INSURANCES.                                                               |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| China Fire Insurance Company, Limited                                          | 20,000            | \$100    | \$20     | \$1,000,000<br>\$1,204,595                                                                     | \$329,047              | \$6 dividend & \$1 bonus for 1905                                             | 8 1/2 %                                           | \$85 sales                  |
| Hongkong Fire Insurance Company, Limited                                       | 2,000             | \$250    | \$50     | \$1,200,000                                                                                    | \$360,372              | \$34 for 1905                                                                 | 10 1/2 %                                          | \$335 sellers               |
| SHIPPING.                                                                      |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| China and Manila Steamship Company, Limited                                    | 30,000            | \$25     | \$25     | \$18,000                                                                                       | \$8,832                | \$1 for 1904                                                                  | 5 %                                               | \$20                        |
| Douglas Steamship Company, Limited                                             | 20,000            | \$50     | \$50     | \$250,000<br>\$85,439<br>\$250,000<br>\$600,000<br>\$145,376<br>£120,000<br>£241,150<br>£3,999 | Nil.                   | \$2 for year ended 30.6.1904                                                  | 5 1/2 %                                           | \$35                        |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                                   | 20,000            | \$15     | \$15     | \$600,000<br>\$145,376<br>£120,000<br>£241,150<br>£3,999                                       | \$8,054                | \$1 for first half-year 1905                                                  | 7 1/2 %                                           | \$26 1/2                    |
| Indo-China Steam Navigation Company, Limited                                   | 10,000            | £10      | £10      | \$1,200,000<br>£241,150<br>£3,999                                                              | £4,435                 | 12/- @ 1/10 = \$6.29.51 for 1904                                              | 6 1/2 %                                           | \$94                        |
| Shanghai Tug and Lighter Company, Limited                                      | 200,000           | Tls. 50  | Tls. 50  | Tls. 25,000                                                                                    | Tls. 43,762            | Interim of Tls. 2 for 1905                                                    | 7 1/2 %                                           | Tls. 58 buyers              |
| Do. (Preference)                                                               | 100,000           | £1       | £1       | £400,000                                                                                       | £58,852                | Interim of Tls. 1 1/2 for 1905                                                | 7 1/2 %                                           | Tls. 48 buyers              |
| "Shell" Transport and Trading Company, Limited                                 | 10,000            | \$10     | \$10     | \$65,000                                                                                       | \$929                  | Interim of 1/- (Coupon No. 5) for 1904                                        | 4 1/2 %                                           | 21/- buyers                 |
| "Star" Ferry Company, Limited                                                  | 10,000            | \$10     | \$5      | \$24,257                                                                                       | \$29                   | \$1.80 for year ending 30.4.1905                                              | 5 1/2 %                                           | \$33 sellers                |
| Straits Steamship Company, Limited                                             | 5,000             | \$100    | \$100    | \$400,000<br>\$21,075<br>\$130,153                                                             | \$21,231               | \$10 for 1904                                                                 | 6 1/2 %                                           | \$150                       |
| Taku Tug and Lighter Company, Limited                                          | 10,000            | Tls. 50  | Tls. 50  | Tls. 10,479<br>Tls. 28,000<br>Tls. 81,200                                                      | Tls. 4,333             | Interim of Tls. 2 for 1905                                                    | 13 1/2 %                                          | Tls. 29                     |
| REFINERIES.                                                                    |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| China Sugar Refining Company, Limited                                          | 20,000            | \$100    | \$100    | \$450,000                                                                                      | \$42,812               | Interim of \$10 for 1905                                                      | 10 1/2 %                                          | \$235                       |
| Luen Sugar Refining Company, Limited                                           | 7,000             | \$100    | \$100    | none                                                                                           | \$85,087               | \$3 for 1897                                                                  |                                                   | \$27 buyers                 |
| Perak Sugar Cultivation Company, Limited                                       | 7,000             | Tls. 50  | Tls. 50  | Tls. 100,000                                                                                   | Tls. 1,635             | Tls. 2 1/2 for year ending 30.9.04                                            | 3 1/2 %                                           | Tls. 68 sales               |
| MINING.                                                                        |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Chinese Engineering and Mining Company, Ltd.                                   | 1,000,000         | £1       | £1       | £10,000<br>£12,289                                                                             | £7,820                 | Interim of 1/- (No. 4)                                                        |                                                   | Tls. 7 1/2                  |
| Oriental Consolidated Mining Company, Limited                                  | 500,000           | G \$10   | G \$10   | none                                                                                           | G \$672,093            | Interim of 50 cents (gold) for 1905 (No. 5)                                   |                                                   | G \$18                      |
| Raub Australian Gold Mining Company, Limited                                   | 50,000            | £1       | £1       | £4,873                                                                                         | Dr. £8,745             | No. 12 of 1/- = 48 cents                                                      |                                                   | \$3 1/2 buyers              |
| DOCKS, WHARVES & GODOWNS.                                                      |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Fairbank (S. C.) Boyd & Co., Limited                                           | 55,200            | Tls. 100 | Tls. 100 | Tls. 1,000,000                                                                                 | Tls. 34,924            | Final of Tls. 8 making Tls. 13 for 1904/5                                     | 9 %                                               | Tls. 146 sales              |
| Fenwick (Geo.) & Co., Limited                                                  | 12,000            | \$25     | \$25     | \$70,000                                                                                       | \$8,577                | \$3.75 for 1904 on old capital                                                | 7 1/2 %                                           | \$25 buyers                 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                                  | 20,000            | £1       | £1       | \$100,000<br>\$58,473<br>\$100,000<br>\$11,500                                                 | £100,000               | Interim of \$2 1/2 for 1905                                                   | 5 %                                               | \$99 buyers                 |
| Hongkong and Whampoa Dock Company, Ltd.                                        | 50,000            | \$50     | \$50     | \$55,500                                                                                       | \$501,332              | \$6 for first half-year 1904                                                  | 6 1/2 %                                           | \$195                       |
| New Amoy Dock Company, Limited                                                 | 9,000             | \$60     | \$60     | Tls. 487,710                                                                                   | \$489                  | \$14 for 1905                                                                 | 7 %                                               | \$17                        |
| Shanghai and Hongkong Wharf Company                                            | 32,000            | Tls. 100 | Tls. 100 | Tls. 59,880                                                                                    | Tls. 10,711            | Interim of Tls. 6 for 1905                                                    | 6 1/2 %                                           | Tls. 190                    |
| Tanjong Pagar Dock Company, Limited                                            | 37,000            | \$100    | \$100    | \$2,100,000                                                                                    | \$206,645              | \$20 for 2nd half year making \$26 for 1904                                   | 6 1/2 %                                           | \$385                       |
| Yangtze Wharf and Godown Company, Limited                                      | 2,500             | Tls. 100 | Tls. 100 | Tls. 17,500                                                                                    | Tls. 2,762             | Tls. 18 for 1904                                                              | 9 1/2 %                                           | Tls. 195                    |
| LANDS, HOTELS & BUILDING.                                                      |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Astor House Hotel Company, Limited (Shanghai)                                  | 30,000            | \$25     | \$25     | \$14,516<br>Tls. 34,000<br>Tls. 8,000                                                          | \$9,028                | \$2 1/2 for year ended 30.6.1905                                              | 9 1/2 %                                           | \$27 sales                  |
| Astor House Hotel, Limited (Tientsin)                                          | 2,000             | Tls. 50  | Tls. 50  | Tls. 8,000                                                                                     | Tls. 806               | Final of Tls. 5 making Tls. 9                                                 | 6 1/2 %                                           | Tls. 135                    |
| Central Stores, Limited                                                        | 6,000             | \$15     | \$15     | \$20,000                                                                                       | \$1,501                | Final of 60 cents making \$1.80 for 1904                                      | 10 %                                              | \$18 sales                  |
| Do. (Founders)                                                                 | 123               | \$15     | \$15     | none                                                                                           | none                   | None                                                                          |                                                   | \$100                       |
| Do. (New Issue)                                                                | 24,000            | \$15     | \$15     | none                                                                                           | none                   | Preferential of 7 per cent for 1904                                           | 7 %                                               | \$7 1/2 sales               |
| Hongkong Hotel Company, Limited                                                | 12,000            | \$50     | \$50     | \$100,000<br>\$100,000                                                                         | \$3,554                | \$5 for second half-year making \$10 for 1904                                 | 6 1/2 %                                           | \$150                       |
| Hongkong Land Investment and Agency Co., Ltd.                                  | 50,000            | \$100    | \$100    | \$250,000                                                                                      | \$37,875               | Interim of \$3 1/2 for 1905                                                   | 5 1/2 %                                           | \$127                       |
| Hotel des Colonies Company, Limited (Shanghai)                                 | 9,000             | Tls. 25  | Tls. 25  | Tls. 20,986                                                                                    | Tls. 7,202             | Tls. 2 1/2 for the year ending 31.3.1905                                      | 13 1/2 %                                          | Tls. 181 buyers             |
| Hotel Metropole Company, Limited                                               | 2,000             | \$100    | \$100    | \$200,000                                                                                      | First year             | Interim of \$4                                                                |                                                   | \$105                       |
| Humphreys Estate & Finance Company, Limited                                    | 150,000           | \$10     | \$10     | \$200,000<br>\$200,000                                                                         | \$11,058               | 90 cents for 1904                                                             | 7 1/2 %                                           | \$12 1/2                    |
| Kowloon Land and Building Company, Limited                                     | 6,000             | \$50     | \$50     | none                                                                                           | \$377                  | \$3 for 1904                                                                  | 7 1/2 %                                           | \$40                        |
| Shanghai Land Investment Company, Limited                                      | 52,000            | Tls. 50  | Tls. 50  | Tls. 828,813<br>Tls. 170,000                                                                   | Tls. 40,666            | Interim of Tls. 3 for 1905                                                    | 6 1/2 %                                           | Tls. 122 sellers            |
| Tientsin Hotel des Colonies, Limited                                           | 1,400             | Tls. 50  | Tls. 50  | Tls. 67,300                                                                                    | Tls. 670               | Interim of Tls. 3 for 1905                                                    | 12 %                                              | Tls. 45                     |
| Tientsin Land Investment Company, Limited                                      | 7,726             | Tls. 100 | Tls. 100 | Tls. 67,300                                                                                    | Tls. 725               | Interim of Tls. 3 for 1905                                                    | 6 %                                               | Tls. 17 1/2                 |
| Wei-hai-wei Land and Building Company, Limited                                 | 3,764             | Tls. 25  | Tls. 25  | none                                                                                           | Tls. 5,150             | None                                                                          |                                                   | Tls. 12                     |
| West Point Building Company, Limited                                           | 12,500            | \$50     | \$50     | none                                                                                           | \$1,247                | Interim of \$1 1/2 for 1905                                                   | 6 1/2 %                                           | \$56 sellers                |
| COTTON MILLS.                                                                  |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Ewo Cotton Spinning and Weaving Company, Ltd.                                  | 15,000            | Tls. 50  | Tls. 50  | none                                                                                           | Tls. 12,844            | Tls. 4 for year ended 31.10.1903                                              | 8 %                                               | Tls. 50 buyers              |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited                  | 125,000           | \$10     | \$10     | none                                                                                           | \$27,862               | 50 cents for the year ending 31.7.04                                          | 14 %                                              | \$15 1/2                    |
| International Cotton Manufacturing Company, Ltd.                               | 10,000            | Tls. 75  | Tls. 75  | Tls. 50,000<br>Tls. 31,679                                                                     | Tls. 13,629            | Interim of 3 % a/c 1898                                                       |                                                   | Tls. 45 sales               |
| Lanau-kung-mow Cotton Spinning & Weaving Co., Ltd.                             | 8,000             | Tls. 100 | Tls. 100 | none                                                                                           | Tls. 10,000            | Interim of 4 % a/c 1898                                                       |                                                   | Tls. 57 sales               |
| Soy Chee Cotton Spinning Company, Limited                                      | 2,000             | Tls. 500 | Tls. 500 | Tls. 5,658                                                                                     | Tls. 22,050            | 4 % for 1897                                                                  |                                                   | Tls. 250 buyers             |
| MISCELLANEOUS.                                                                 |                   |          |          |                                                                                                |                        |                                                                               |                                                   |                             |
| Anglo-German Brewing Company, Limited                                          | 4,000             | \$100    | \$100    | none                                                                                           | £770                   | First year                                                                    |                                                   | \$115                       |
| Pell's Asbestos Eastern Agency, Limited                                        | 8,004             | 17/6     | 12/6     | £114                                                                                           | £1,182                 | 1/3 per share for 1904                                                        | 6 1/2 %                                           | \$7 buyers                  |
| Campbell, Moore & Co., Limited                                                 | 1,200             | \$10     | \$10     | \$8,000                                                                                        | \$1,182                | \$3 for 1904                                                                  | 8 1/2 %                                           | \$36                        |
| China-Borneo Company, Limited                                                  | 60,000            | \$12     | \$12     | none                                                                                           | Nil.                   | \$1 for 1904                                                                  | 8 1/2 %                                           | \$12 1/2                    |
| China Flour Mill Co., Limited                                                  | 4,000             | Tls. 50  | Tls. 50  | Tls. 30,000                                                                                    | Tls. 718               | Interim of Tls. 5 for 1905                                                    | 8 1/2 %                                           | Tls. 77 1/2 sellers         |
| China Light and Power Company, Limited                                         | 50,000            | \$10     | \$10     | none                                                                                           | \$3,739                | None                                                                          |                                                   | \$10                        |
| China Provident Loan & Mortgage Company, Ltd.                                  | 100,000           | \$10     | \$10     | \$8,000                                                                                        | \$1,581                | 80 cents for 1904                                                             | 9 %                                               | \$9 sales                   |
| Dairy Farm Company, Limited                                                    | 25,000            | \$7 1/2  | \$6      | none                                                                                           | none                   | \$14 for year ending 31.7.1905                                                |                                                   | \$17 buyers                 |
| Green Island Cement Company, Limited                                           | 150,000           | \$10     | \$10     | \$300,000<br>\$300,000                                                                         | \$95,054               | \$2 for 1904                                                                  | 7 %                                               | \$28 sellers                |
| Hall & Holtz, Limited                                                          | 21,000            | \$20     | \$20     | \$186,000                                                                                      | \$7,551                | Final of \$14 making \$21                                                     | 9 1/2 %                                           | \$27 buyers                 |
| Hongkong & China Gas Company, Limited                                          | 7,000             | £10      | £10      | £25,394<br>£25,000                                                                             | £8,188                 | £1 div. and 2/- bonus for 1904                                                | 7 %                                               | \$175 buyers                |
| Hongkong Electric Company, Limited                                             | 30,000            | \$10     | \$5      | none                                                                                           | \$2,151                | \$1.00 } for year ending 30.4.1905<br>50 cents }                              | 6 1/2 %                                           | \$15                        |
| Hongkong High-Level Tramways Company, Ltd.                                     | 1,250             | \$100    | \$100    | \$50,000                                                                                       | \$2,795                | \$15 for year ending 30.11.1904                                               | 5 1/2 %                                           | \$9 1/2                     |
| Hongkong Ice Company, Limited                                                  | 5,000             | \$25     | \$25     | \$60,000                                                                                       | \$5,355                | Interim of \$4 for 1905                                                       | 7 %                                               | \$23 1/2                    |
| Hongkong Rope Manufacturing Company, Ltd.                                      | 10,000            | \$50     | \$50     | \$60,000                                                                                       | \$11,137               | \$10 for 1904                                                                 | 7 %                                               | \$152 buyers                |
| Hongkong Steam Waterboat Company, Limited                                      | 15,000            | \$10     | \$10     | \$2,500                                                                                        | \$2,500                | Interim of 50 cents 30.9.04                                                   | 13 1/2 %                                          | \$15                        |
| Lane, Crawford & Co., Limited (Shanghai)                                       | 2,500             | \$100    | \$100    | none                                                                                           | \$21,582               | Final of \$5 making \$14 for 1904                                             | 9 1/2 %                                           | \$145 buyers                |
| Maatschappij tot Mijn-, Bosch- en Landbouw-<br>exploitatie in Langkat, Limited | 25,000            | Gs. 100  | Gs. 100  | Tls. 128,210<br>Tls. 10,465                                                                    | Tls. 35,849            | 2nd quarterly of Tls. 5, paid 15.6.05 mak-<br>ing so far Tls. 12 1/2 for 1905 |                                                   | Tls. 170 sellers            |
| Mondon, (E. L.) Limited                                                        | 7,000             | Tls. 50  | Tls. 50  | none                                                                                           | Dr. Tls. 117,638       | Tls. 5 for 1902                                                               |                                                   | Tls. 25                     |
| Philippine Company, Limited                                                    | 67,500            | \$10     | \$10     | None                                                                                           | Dr. \$5,537            | First year                                                                    |                                                   | \$9 1/2                     |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.                              | 1,200             | \$50     | \$50     | Tls. 145,000<br>Tls. 108,172                                                                   | Tls. 8,011             | None                                                                          |                                                   | \$50                        |
| Shanghai Gas Company, Limited                                                  | 16,000            | Tls. 50  | Tls. 50  | Tls. 45,000<br>Tls. 25,000                                                                     | Tls. 10,247            | Interim of Tls. 3 1/2 for 1905                                                | 7 %                                               | Tls. 122 1/2 buyers         |
| Shanghai Horse Bazaar Company, Limited                                         | 5,400             | Tls. 50  | Tls. 50  | Tls. 25,000                                                                                    | Tls. 6,968             | Tls. 5 for 1903                                                               | 6 %                                               | Tls. 80 sales               |
| Shanghai Pulp and Paper Company, Limited                                       | 4,500             | Tls. 100 | Tls. 100 | Tls. 24,820                                                                                    | Tls. 1,297             | Interim of Tls. 6 for 1905                                                    | 8 1/2 %                                           | Tls. 155 sellers            |
| Shanghai-Sumatra Tobacco Company, Limited                                      | 30,000            | Tls. 20  | Tls. 20  | Tls. 25,000                                                                                    | none                   | Final of Tls. 6 making Tls. 9                                                 | 13 1/2 %                                          | Tls. 68 sales               |
| Shanghai Waterworks Company, Limited                                           | 7,200             | £20      | £20      | Tls. 170,000                                                                                   | Tls. 17,220            | Interim of 15/- for 1905                                                      | 4 1/2 %                                           | Tls. 430 buyers             |
| South China Morning Post, Limited                                              | 6,000             | \$25     | \$25     | none                                                                                           | Dr. \$5,068            | None                                                                          |                                                   | \$20                        |
| Team Laundry Company, Limited                                                  | 15,000            | \$5      | \$5      | none                                                                                           | \$3,044                | 60 cents for year ended 31.5.04                                               | 7 1/2 %                                           | \$8                         |
| Straits Ice Company, Limited                                                   | 2,000             | \$100    | \$100    | \$25,000                                                                                       | \$700                  | \$5 for 1905                                                                  |                                                   | \$150                       |
| Tientsin Waterworks Company, Limited                                           | 2,000             | Tls. 100 | Tls. 100 | Tls. 15,395<br>Tls. 4,000                                                                      | Tls. 1,012             | Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5                              | 7 %                                               | Tls. 120                    |
| United Asbestos Oriental Agency, Limited                                       | 9,000             | \$10     | \$4 1/2  | \$22,000                                                                                       | \$551                  | 80 cents } for year ended 31.5.1905<br>\$19.80 }                              | 9 %                                               | \$9 buyers                  |
| Do. (Founders)                                                                 | 100               | \$10     | \$10     | \$25,000                                                                                       | \$5,000                | Final of 50 cents making \$1 for 1904                                         | 7 1/2 %                                           | \$180 buyers                |
| Watson, (A. S.) & Co., Limited                                                 | 90,000            | \$10     | \$10     | \$35,000                                                                                       | \$5,000                | Interim of 50 cents for year 1904/1905                                        | 10 1/2 %                                          | \$14 buyers                 |
| William Powell, Limited                                                        | 12,000            | \$10     | \$10     | \$3,000                                                                                        | \$588                  | First year                                                                    |                                                   | \$104                       |